

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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- A. There were usually two Soviet ships in Constanta at all times. These ships were freighters, similar to Liberty ships, or tankers up to 10,000 tons. Since 1950, there have been three Soviet patrol boats in Constanta harbor. [redacted] ships [redacted] in Constanta harbor [redacted] were the freighter KARL MARX (about 8,000 tons), the MICHURIN (about 5,000 tons), and the CHATURI, a small cargo and passenger ship of about 2,000 tons. The latter ship made regular voyages between Odessa, Constanta, Burgas, and Durres. [redacted] the Soviet tanker ARARAT in Constanta harbor and [redacted] the TAUPSE.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

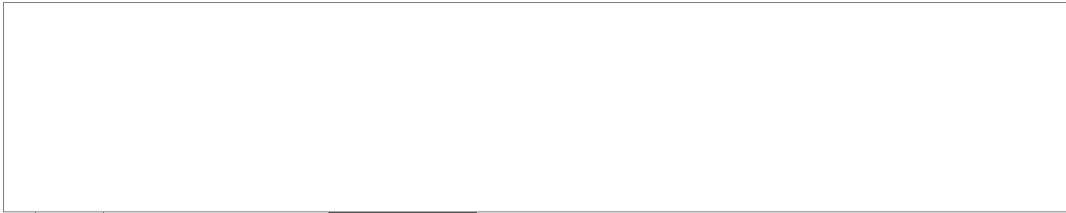
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In 1953 and 1954, [redacted] Hungarian agricultural machinery waiting to be loaded aboard Polish ships destined for Peking.

6.

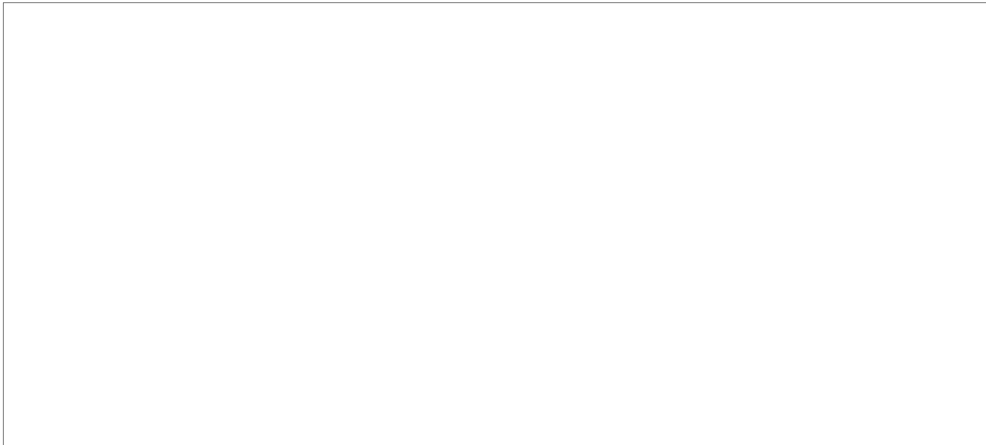


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Although the Rumanian population resents the USSR's exploitation of her petroleum resources, the Rumanian Government continues to cooperate with the Soviet Union.

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7.



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8.

[redacted] as the need arises, Rumanian ships are repaired in various Western ports.

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[redacted] the Rumanian Legation [redacted] had inquired about buying ships for Rumania but [redacted] the Rumanian Government did not have the foreign exchange to pay for the ships.

10.



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Only repairs were done in the Constanta shipyards. However [redacted] barges and tankers for Danube navigation had been constructed in Galati and in Turnu Severin.

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11. 25X1
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1953. At that time, a Rumanian naval commission came aboard the **FRIEDRICH ENGELS** in Constanta to inspect the ship's characteristics, hatches, cranes, holds, etc., for the possibility of installing rails on one deck from midships to the stern and to make two holes at the stern to prepare the ship for mine laying in case of emergency. 25X1
12. 25X1
- In Soviet harbors, all Sovromtransport vessels were aided by **INFLOT**. Sovromtransport cooperated closely with **SOVFRAKHT** in Moscow and never made any important maritime decisions without first consulting **SOVFRAKHT**. **SOVFRAKHT** was always concerned about any Soviet cargo carried on Sovromtransport vessels. All Sovromtransport vessels were insured with **INGOSTRAKH**, the Soviet insurance agency in Moscow, which is equivalent to Lloyd's of London. 25X1
13. 25X1
14. 25X1
- Directions for sailing in the Black Sea were transmitted only by radio. When a Rumanian sea captain did not know the location of buoys and asked for information the Soviets refused to give the information in writing. Instead, the Soviets made corrections on Rumanian ship charts. When these charts were handed over to the Soviets, they were only visaed. In 1954, in the Finnish Gulf, charts were not modified. In the Gulf of Riga, Rumanian captains complained that they saw no buoys. All sailing was done according to **NEMEDRI** (North European and Mediterranean Routing Instruction) which was corrected weekly by a British Admiralty publication. 25X1
15. 25X1
- 25X1
- No Rumanian merchant vessels were ever chartered to the USSR or Satellites. However, occasionally, one ship made runs between Rumania and the port of another satellite but this was not considered to be the case of one satellite chartering a ship from another satellite. In 1952, the **BEREZINA** sailed for one year between Constanta and Durres, Albania. 25X1
16. 25X1
- INFLOT** was informed by Sovromtransport vessels 24 hours in advance of the time a Sovromtransport vessel expected to enter a Soviet or Bulgarian port. 25X1

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